

mean, 'took them in'?" The first-aid man looked up, surprised. "Don't you know? You guys were just the subsidiary attack. It's known as a diversion," he explained.

Fred heard someone behind him say, "I guess this guy's name must have been Edward G. Holden," and someone else laughed.

A big pack of gauze lay on the wound and he watched the man wrap bandages around the foot. There was a wide stain on the cloth at first, but the man wrapped quickly. The stain got smaller and smaller.

The foot looked like a loaf of unbaked bread stuck on the end of his leg.

He lay back then, waiting to be carried away, and immediately wished he hadn't for as his head touched the ground there came the first exquisite surge of increeping pain, deep waves of it that overlaid his hatred and self-disgust, squirmed over his muscles, throbbed in his belly, sent the sweat runnelling into his eyes, and Fred — digging his elbows and the back of his head into the road — knew only that it was going to be worse. Much worse.



SHE DWELLS WITH MUSIC

BY CHARLES NORMAN

SHE dwells with music in my mind,
Sweet airs and sad that have no end;
Music as mournful as the wind
Is his who has but love to friend.

All day he hears thin music clear;
The sound made by a falling leaf
That falls and fades in a pool of air,
Is not more fragile than this grief.

HENRY FORD'S GREAT ADVENTURE

BY RALPH THOMPSON

THOSE whose memory reaches back to the early days of the World War will note that next December 4 is the twentieth anniversary of one of the most extraordinary expeditions of modern times. The lapse of years may have dimmed the recollection, but the major fact, once apprehended, can hardly be forgotten. On that Winter afternoon in 1915, Henry Ford, motor manufacturer and mechanical genius, having chartered the entire first and second cabins of the ocean liner *Oscar II*, set sail with a delegation of co-enthusiasts to do no less than end the warfare raging in Europe.

Today, after long acquaintance with the League of Nations, with peace conferences, with disarmament talks and other international attempts to end war, we are not likely to grasp the true portent of such a pilgrimage. The unfortunate truth seems to be that at the time, Ford and his associates themselves had no clear conception of what it meant. But certainly the century has produced no stranger spectacle than that of some 150 peace-loving Americans, all expenses paid, arguing, fighting, praying, and drinking during a two-weeks' voyage to Norway; splitting into factions, storming their way through Norway, Sweden, Denmark, Holland, even parts of Germany; and then dribbling home, in parties of two, twenty or fifty, with absolutely nothing accomplished. The story of the *Oscar* is that of Munchausen, Don Quixote and the Crusaders rolled into one.

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It is by this time clear that Henry Ford was not the originator of the Peace Ship idea; he supplied the funds — \$400,000, more or less — and much of the energy, but not the impetus. That seems to have come principally from Madame Rosika Schwimmer, an Austro-Hungarian subject and zealous peace advocate, who has since become nationally known for her experiences in an American citizenship court. Mme. Schwimmer brought the idea from Europe at a time when more than one scheme to achieve peace was in the air. With the help of Jane Addams, Ethel Snowden, wife of the man who eventually became British Chancellor of the Exchequer, and several other feminist leaders, she convinced Ford that a great humanitarian move was possible, that an influential group of Americans, acting with representatives of the neutral powers, could bring the war to a halt. Deeply shocked by the carnage, naturally inclined toward pacifism, and perhaps somewhat naïve, Ford listened to the ladies and was won.

In 1915 already one of the best-known Americans, Henry Ford had made his motor car factory into a model of efficiency and skill. Money was pouring into him hand over fist; during the fiscal year 1915-1916 the company's net profits were \$60,000,000, and Ford owned most of the stock. He had taken unusual and widely-publicized steps regarding his employees, paying them relatively high wages, and had acted, in a sense, as their guardian and father-